

TOPIC Finsterwalde Airfield

EVALUATION 25X1X PLACE OBTAINED 25X1A

DATE OF CONTENT 12 to 23 January 1952

DATE OBTAINED 25X1 DATE PREPARED 12 February 1952

REFERENCES 25X1A

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE 25X1X

1. Between 12 and 14 January 1952, there was no flying at Finsterwalde airfield. Between 10 a.m. and 3:30 p.m. on 15 January, two jet planes and two twin-engine high-wing monoplanes made individual flights and circled the field. Between 2 and 3:30 p.m., 8 twin-jet planes, 17 twin-engine low-wing monoplanes with double rudder assemblies, and 1 twin-engine high-wing monoplane with a nose wheel were counted at the field. The hangars were closed. Between 10 and 11 p.m., night flying was practiced by jet aircraft. During the take-offs and landings, the runway was illuminated by three searchlights mounted on trucks.
2. Between 10 a.m. and 3 p.m., on 16 January, 3 jet planes and 1 twin-engine high-wing monoplane circled individually over the field. The weather was hazy. There was no flying at the field on 17 January. Between 1 and 3 p.m. on 18 January, four twin-jet planes were observed at the field from its eastern edge. 25X1  
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Two twin-engine high-wing monoplanes were also parked at the field. The 17 twin-engine low-wing monoplanes and the other 4 jet planes which had been observed on 15 January were probably parked in the closed hangars during the time of observation. No indications of a possible transfer were observed.
3. Between 2 and 3:30 p.m. on 19 January, 3 twin-jet planes were parked at the field. Two additional twin-jet aircraft and one twin-engine high-wing monoplane with a nose wheel were observed aloft. The hangars were closed. 25X1  
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The planes circled over the field. Source could not observe whether the crews changed. Fifteen soldiers and a yellow sedan were observed near a jet plane which was parked north of the runway. 25X1
4. There was a heavy snow fall on 20 January. There was no flying on 20 and 21 January. Between 3 and 3:30 p.m. on 23 January, no aircraft were parked on the landing field. There was flying by three twin-jet aircraft and a twin-engine high-wing monoplane with a nose wheel. The hangars were closed. 25X1  
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The runway was not yet cleared of the snow which had fallen on 20 January. Between 7:30 and 8:30 p.m., night flying was practiced by two jet planes without position lights. Three searchlights lighted the runway during take-offs and landings. On the basis of the flying observed,

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SECRET/ [REDACTED]

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source inferred that initial jet pilot training was being conducted. Possibly the unit stationed there was being reequipped with jet aircraft. [REDACTED] A DF station with four masts was located 150 meters east of Finsterwalde-Pechmuette road and 160 meters south of the southern perimeter of Nechesdorf. \*

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\* [REDACTED] Comment. Information on the aircraft types and flying activity observed indicates that the two bomber regiments in Finsterwalde, which were previously equipped with Po-2s, are being reequipped. The presence of the two regiments is confirmed by the fuel shipments from the Riesa fuel depot [REDACTED] to the OATB of the two regiments on 14 January 1952. The previously reported probable transfer of one of the two regiments on 26 December 1951 may not have taken place.

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[REDACTED] it is believed that they were turned over by the Northern Bm Div since all three regiments of this division at their new stations in Jerneuchen and Brand are equipped with less aircraft of this type than previously. The twin-engine high-wing monoplanes with nose wheels are B-25s which, in connection with the reequipping of the Northern Bm Div with jet bombers in the spring of 1951, were also used for initial training.

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SECRET/CONTROL [REDACTED]

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